

5: Design and Environmental Sustainability Guidelines

This Alexander Street Master Plan includes design and environmental sustainability guidelines, which are intended to provide more specific details for the design of the Master Plan elements presented in Chapter 4. The City of Yonkers intends that all actions by individual developers who propose projects within the Master Plan Area conform to these guidelines. The City of Yonkers' intent is to ensure that redevelopment proceeds with sensitivity to design, community, and environmental concerns.

The design guidelines describe the location and height of street walls, density, massing, parking, use, open space, and view corridors.

The environmental sustainability guidelines address site sustainability, water efficiency, materials, and energy conservation.

Development under the Master Plan would be required to conform to these standards and guidelines, as detailed below.

A. DESIGN GUIDELINES

The design guidelines, or principles, are intended to shape development proposals that are subsequently submitted to carry out this Master Plan.

These guidelines are as follows:

MASTER PLAN ELEMENTS

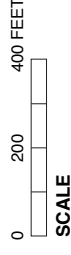
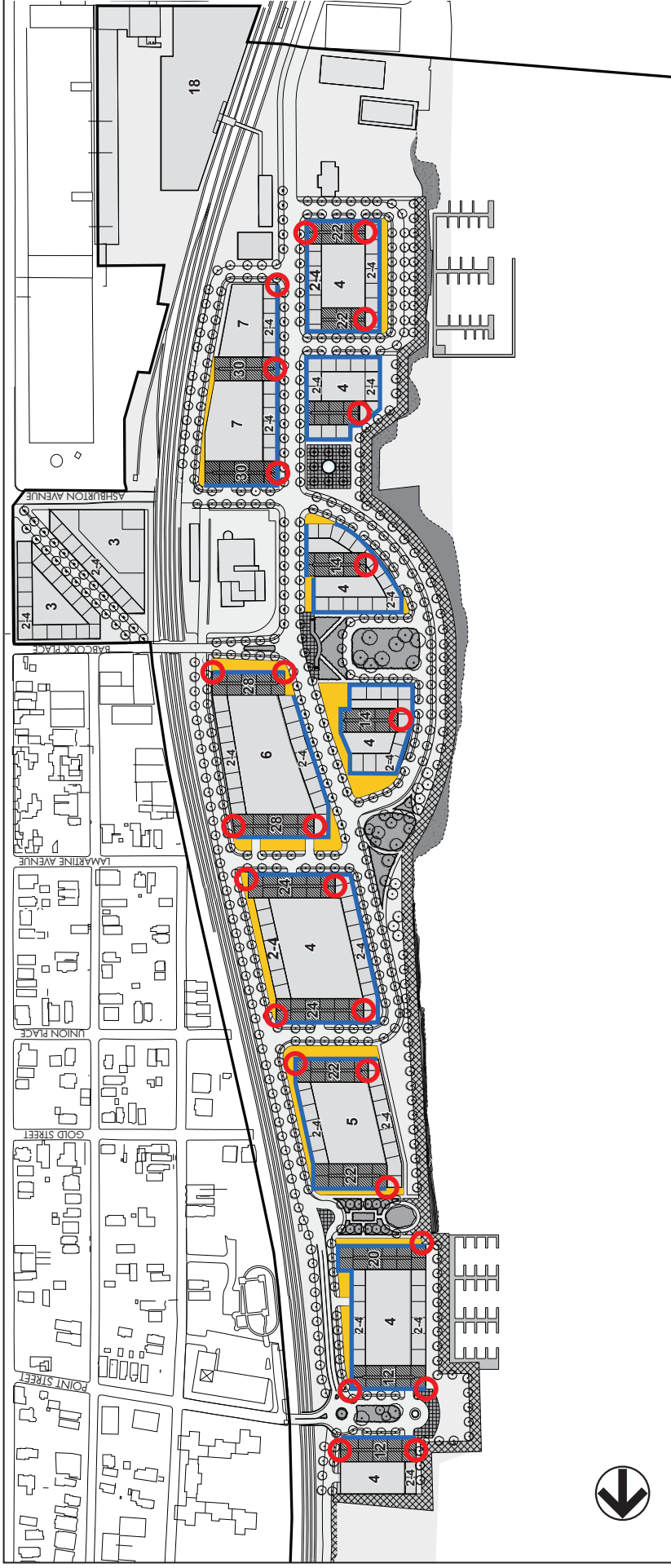
- The Master Plan permits a density of up to 4,000 residential units in several multi-unit buildings.
- A street and block plan is composed of narrow local streets, parks of various sizes, and a continuous waterfront esplanade.
- New streets and blocks would be laid out to maintain scenic vistas from streets in upland neighborhoods to the waterfront and the Palisades beyond.
- Each development parcel has guidelines for residential density as well as retail, commercial, and office space. In addition, building height zones, with a maximum height of up to 30 stories, are specified. The placement of the height zones has been established to provide view corridors, concentrate bulk in key locations, and establish the scale of the Master Plan Area.
- The Master Plan requires towers to be oriented perpendicular to the Hudson River to maintain, to the extent possible, views of the Hudson and the Palisades from the existing neighborhoods located directly inland from them.
- Higher residential density areas are concentrated in areas closest to public transportation (e.g., the Metro-North Railroad stations) and in portions of the area where building heights

necessary to accommodate density would have a lesser visual impact on inland residential districts.

- It is expected that residential buildings would be constructed over time by one or more private development entities, and the buildings are expected to provide a mix of rental and home-ownership opportunities at various price levels to accommodate diverse household income levels.
- The public on-street parking to accommodate visitors and retail and commercial patrons must be incorporated into development plans.
- Utilities serving development parcels under this Master Plan must be buried underground.

ARCHITECTURAL FORM

- Buildings are to be set back from sidewalks by a minimum of 10 feet in locations identified in Figure 5-1. While privately owned, setback areas are to remain semipublic and include streetscape elements, such as ornamental trees and benches. (Note that development parcels in Master Plan figures do not include some land area between sidewalks and development parcel boundaries. These areas depict required setback/streetscape areas.)
- Street walls (building walls located on the property line) are minimally required on all building walls facing the esplanade or streets that do not face the railroad. Changes in materials, heights, and/or setbacks are required to minimize the appearance of a “super-block.” Locations of all required street walls are shown in Figure 5-1.
- Street walls are to be created using “liner buildings.” Liner buildings consist of buildings with two to four stories that “line” the parking garages with townhouse-style units or retail storefronts with apartments above the first floor to create residential and retail facades along streets and sidewalks. The liner buildings are intended to foster neighborhood and pedestrian character in the redeveloped area. Liner buildings are also intended to avoid stretches of public walkway or roadway that are devoid of active residential or commercial uses.
- To minimize the appearance of a super-block, liner buildings should have varied heights. Articulated storefronts would be desired to establish a rhythm at ground level, and buildings with frontages of over 100 feet should be divided into distinct components to minimize the monotonous “super-block” effect.
- All buildings are to have windows and/or doorways located on all building walls to further enhance the neighborhood and pedestrian character of the redeveloped area.
- Buildings that face the waterfront esplanade and are not separated from the esplanade by a public roadway require special attention to ensure that the esplanade in front of these buildings is perceived as public space. Gates and walls adjacent to the esplanade would only be used as decorative elements for landscaping and streetscape features and would be limited to 2 feet in height. Such private landscape and streetscape features or surface treatments should not prohibit public access to the esplanade or foster the feeling of a private environment.
- All buildings are to be constructed using high-quality materials, such as brick, stone, and pre-cast materials.
- Maximum building heights are defined by the number of stories and are not to exceed those heights outlined in Figure 5-1. Each story is expected to have a height of 10 feet with an



- Master Plan Area Boundary
- 22 Maximum Number of Stories
- Architectural Emphasis Areas
- Setbacks Required
- Street Walls Required

Figure 5-1
Design Guidelines

- allowance of an additional 12 feet for rooftop mechanical equipment on residential towers. Mechanical equipment is to be enclosed and treated as an opportunity for architectural expression.
- The use of corner towers for architectural emphasis and angled rooflines at corners and on streets facing the water is desired. Areas of required architectural emphasis are shown in Figure 5-1.
 - Particular attention must be paid to the most visible areas of the buildings. Building corners, entries, and roof treatments are to be given high-quality design and materials.
 - Parking for new residential, retail, and commercial structures would be provided in parking garages located within each building. Parking should be provided at the ratio of 1.5 spaces per dwelling unit.
 - Parking garages are to have landscaped roofs with amenities, such as benches and seating areas, that are accessible to residents of adjoining buildings.
 - Buildings are to have pedestrian access from street level and parking garages. Corridors or pathways connecting the street level to parking garages are also required to enhance pedestrian circulation and encourage pedestrian activity on sidewalks.
 - Vehicular garage entrances are to be located in areas that minimize interruptions to street walls and pedestrian circulation. Loading areas are to be hidden to the extent practicable from highly visible public locations. Loading is to occur via garages to avoid blocking sidewalks.
 - Loading areas for buildings are to be located in the rear of buildings, or in areas where they would not detract from the visual character of the overall Master Plan Area.
 - Because of the high visibility of the upper floors from the river, the downtown, and the train platform, blank walls are not permitted above the second floor.
 - A varied roof line is encouraged. Rooftop signage is not permitted.
 - Signage is to be at a pedestrian and urban scale. Signage is not permitted above the first floor, except for way-finding. Signage should consist of colors, materials, and sizes that complement the high-quality building materials and building style.
 - Lighting is to be oriented downward to minimize “light pollution” and potential impacts to wildlife and the Hudson River. All lighting is to be at a pedestrian and urban scale. The scale and illumination level of lighting fixtures should be consistent with the area’s use. Active plazas and nighttime streets should incorporate appropriate lighting fixtures to enhance the neighborhood and pedestrian character and foster a feeling of safety and security. Consistency with lighting fixtures used south of the Master Plan Area is also encouraged to unify the area and create linkages along the entire redeveloped waterfront.
 - Adaptive reuse of existing important and historic buildings is encouraged to maintain Yonkers’ heritage and links to the past.

OPEN SPACE

- Open spaces, including a mix of public and private spaces, parks, plazas, and public streetscape improvements are contemplated to provide an inviting, vibrant, and safe pedestrian environment.

- Open space areas and streetscape, including sidewalks and streets, should foster a public realm that is conducive to walking to the nearby train stations, commercial districts, and public amenities.
- Open space areas should have high quality paving, planting, lighting, and furnishings.
- The waterfront esplanade is to be a continuous public pathway set in a landscaped park-like setting with benches and rows of large shade trees along the entire Alexander Street waterfront. The esplanade and adjacent public parklands and plazas will be designed as an integrated system, and all such spaces are to be fully accessible from public roadways, plazas, and other public areas.
- Plantings would also be required along all major streets; native species are to be used in landscaping on the water's side of the esplanade.
- Waterfront development plans should seek to provide small-scale Hudson River access opportunities where the public would be permitted to launch kayaks and other similar small craft.

MARINA GUIDELINES

- Marina proposals for Alexander Street waterfront sites must include adequate on-land support facilities, such as parking, launching (e.g., ramp, lift, etc.), boat storage, service areas, and other necessary marina-related requirements. These support facilities are to be located within the Master Plan Area, in close proximity to the marina.
- When such proposals are made, the City of Yonkers expects that adjustments to other components of this Master Plan would be necessary to accommodate the marinas' land-side support facilities. However marinas or marina support facilities are not permitted to displace or replace public open space areas or otherwise interfere with public access and enjoyment of the waterfront.
- Marine uses along and in the Hudson River portion of the Master Plan Area must share the river's edge and the water area of the site with other equally desirable uses such as fishing, crabbing, and viewing of the scenic resources. This plan seeks to find a balance of the uses across the Master Plan Area and within individual sites.
- Marine uses must be able to cross the public park and esplanade in order to reach the water's edge. The use of the public park will be protected in the design of these crossings with priority granted in the design of crossings to the benefit of pedestrians and other non-marine users of the park. The continuous public walkway along the water's edge is not to be impeded.
- Marinas will be designed to minimize the impact upon the use and enjoyment of the promenade. Placing piers, slips or dockage adjacent to the bulkhead should be avoided. Maintenance of the maximum practicable amount of open water between the bulkhead and the first rank of piers is the desired design.
- Gates for access and fencing for security purposes for marinas shall be minimized giving priority of purpose to the pedestrian and passive uses of the park.
- Marinas shall be sited to minimize their impact upon adjoining residential uses recognizing the nature of maritime activities. Marinas shall manage these impacts taking into account the

variety of impacts from various types of boats and shall use siting within the marina to minimize such impacts.

- Marine uses of the Master Plan Area are important and an essential part of the riverfront location. Marine uses may have noise, odor, and hour-of-operation impacts that cannot be readily avoided or otherwise mitigated. Site design should take these potential impacts into account and mitigate them where possible, but the plan recognizes that this may not be possible and recognizes the right of these uses to a location on the waterfront.
- Parking for marinas shall not displace on-street parking for other public uses of the site, however, the plan acknowledges the need for short term parking to permit loading and unloading at marina and launch site entrances.
- Long term parking for marine uses shall be provided at accepted ratios and in sufficient number and location so as to have no impact on the ability of non-marine users to access the Master Plan Area by car. Marina parking is not accommodated in the overall parking guidelines identified in Tables 4-1, 4-2, and 4-4.
- Trash disposal areas for private marinas shall not be located on the public right-of-way.

RETAIL AND COMMERCIAL USES

- Retail and commercial uses would encompass approximately 200,000 square feet.
- Retail uses are only permitted at the street level. A neighborhood-serving area that caters to the needs of the surrounding community would be expected, particularly along Alexander Street and Warburton Avenue, and near the Ashburton Avenue and Alexander Street intersection.
- Retail areas are to present a pedestrian-scale “Main Street” commercial district-type appearance with the nearby Yonkers downtown district.
- Retail uses envisioned in the redevelopment plan would consist of stores and shops in the approximately 2,500- to 7,500-square-foot size range catering to residential and neighborhood needs, such as dry cleaners, delis, convenience stores, cafes, bakeries, and similar outlets.
- Restaurant uses are permitted, and outside seating adjacent to sidewalks and public plaza areas would be considered to enhance vibrancy of street life; however, public plaza space is not intended for private enterprise uses except on a street vendor basis as permitted by the City of Yonkers.
- Restaurant uses are anticipated to serve both residents and visitors to the downtown waterfront district.
- A single grocery store of no more than 25,000 square feet is envisioned for the Master Plan Area.
- Retail uses would not include “destination” retailers or “big box” stores.
- Small-scale office uses would be permitted on second floors in areas above street-level retail. Office uses would include professional offices of accountants and lawyers, medical offices, and other similar uses.

B. ENVIRONMENTAL SUSTAINABILITY GUIDELINES

The City of Yonkers intends that all project sponsors undertaking redevelopment activities under this Master Plan will incorporate sustainable development practices into the construction operation and management of any residential, retail, commercial, office, and open space elements. The City of Yonkers intends that all buildings be designed utilizing “green building” technologies. The U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) standards for new construction provides further suggested guidelines.

The Master Plan guidelines address the following areas: site sustainability, water efficiency, materials, energy conservation, and indoor air quality.

Developers undertaking projects under this plan are to include the following in their sustainability program:

- Provide shade and/or light-colored and/or open grid pavement for at least 30 percent of the site’s non-roof impervious surfaces, including outdoor parking lots, walkways, plazas, etc.
- Place residential and office parking spaces in parking garages within individual building masses to help mitigate the heat island effect.
- Parking garages roofs are to be landscaped; and no parked cars would be permitted on parking garage roofs.
- Use Energy Star®-compliant and LEED Standard high-emissivity roofing for a minimum of 75 percent of the roof surface to reduce the heat island effect.
- Install a “green” (vegetated) roof for at least 50 percent of the roof area.
- Use lighting dimmers, lighting shields, modular lighting, etc., to reduce light pollution.
- Provide bicycle storage and changing rooms.

To reduce water consumption, the development proposals will incorporate the following in its landscape program:

- Water-efficient landscaping using high-efficiency irrigation, and captured rain or recycled site water to reduce water consumption.
- Planted roofs to reduce stormwater runoff.
- Use of native plant species in landscaped areas and planters to minimize irrigation.
- Porous paving to minimize impervious surfaces.

The Master Plan intends that future development projects within the Alexander Street Master Plan Area employ energy conservation strategies to minimize energy consumption. Areas of concentration include optimizing lighting through such features as:

- Occupancy sensors;
- Fiber-optic lighting;
- Internal and external shading devices;
- Shading with vegetation;
- High-intensity discharge lamps;
- Fluorescent fixtures;

- Lighting dimmers;
- Light pipes;
- Daylighting controls;
- Indirect lighting; and
- High-efficiency appliances.

In addition, the development proposals implementing this Master Plan are to eliminate hydrochlorofluorocarbon (HCFC) and halon use, which are harmful to the ozone layer, by specifying only the use of heating, ventilation, air conditioning, and refrigeration (HVAC&R) systems that do not use HCFCs and halons.

The City of Yonkers also encourages the use of solar water heating, passive solar heating, and to the extent possible given potential water table constraints, geothermal heating systems (ground-source heat pumps) as design of HVAC and mechanical systems for individual build elements of the Master Plan are further developed.

During construction, the individual build project sponsors will take the source of construction materials into consideration and use recycled and salvaged materials, as well as materials harvested from sustainable forests, to the greatest possible extent. Construction materials that can be recycled will be reused on the Alexander Street Master Plan Area or sent to a licensed recycling facility equipped to process the reusable material. Among the specific measures to be incorporated are:

- Providing an easily accessible recycling area that serves the entire building and is dedicated to the separation, collection, and storage of materials for recycling.
- Using salvaged, refurbished, or reused materials, products, and furnishings.
- Specifying materials with recycled content.
- Using locally manufactured building materials, with a goal of incorporating a minimum of 20 percent of building materials and products that are manufactured regionally within a radius of 500 miles.
- Using rapidly renewable building materials and products (i.e., materials made from plants that are typically harvested within a 10-year cycle or shorter, such as bamboo flooring, cotton batt insulation, linoleum flooring, sunflower seed board, wheatgrass cabinetry, and wool carpet).
- Using wood certified in accordance with the Forest Stewardship Council's Principles and Criteria for wood building components.
- Development of a Construction Waste Management Plan.
- After construction, all waste generated by residential, retail, and office uses will be recycled in accordance with applicable guidelines established by the City of Yonkers. *